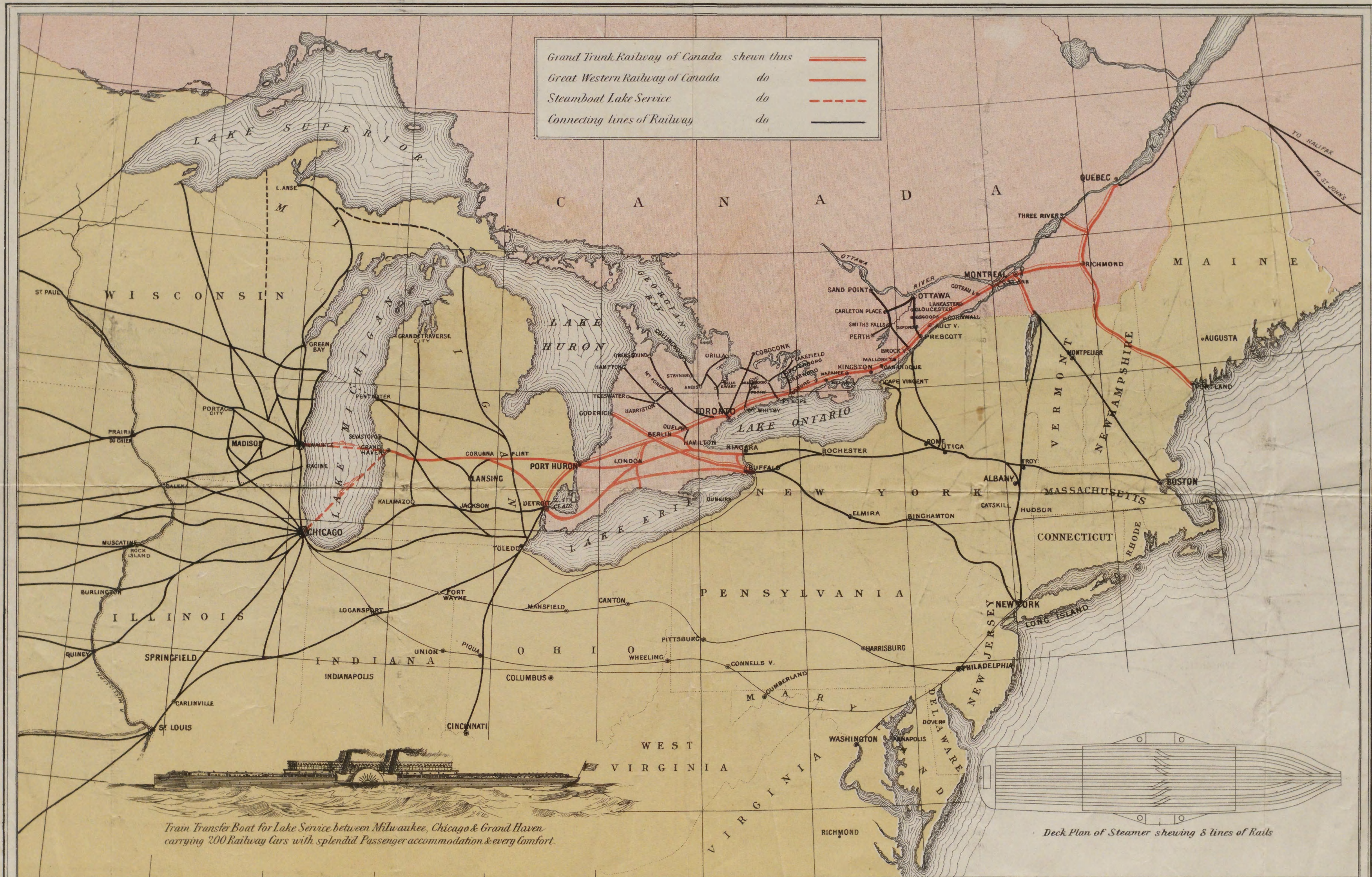


MAP SHEWING THE IMPORTANCE OF THE PROPOSED AMALGAMATION OF THE GRAND TRUNK & GREAT WESTERN OF CANADA RAILWAY SYSTEMS.

BY WILLIAM ABBOTT, 10, TOKENHOUSE YARD, LONDON. E.C.



The Railway Connections at Milwaukee and Chicago, would all be formed with Companies eager to find new routes to the East, and not with Companies as at present partly or wholly in rival hands.
The Railway Transfer Boats would be similar to those used on the Detroit River, and many other short distance journeys, but of much greater length and beam without increased draft, with high engine power, the rails connecting directly at each side of the lake. Practically they would be in all respects as good for traffic, as Lines of Railway with cheaper first cost, and cheaper maintenance, and working. The time for Goods Traffic would be as fast as by rail, and the distance very much less.

DISTANCES.

MILWAUKEE to MONTREAL, Via GRAND TRUNK	780 miles.
" to NEW YORK, "	1030 "
Rail Difference in favour of MONTREAL	250 miles.
MONTREAL to LIVERPOOL	2700 miles.
NEW YORK, "	3100 "
Sea Difference in favour of MONTREAL	400 miles.
Rail Difference	250 "

Vessels of such a size, 450 feet length by 100 feet beam, would not be affected by the seas of the Lake, and as the accommodation would be of the highest class, the route cannot fail to become a most attractive one to passengers.

Lake Michigan is very rarely closed by ice at this part, even to the ordinary Lake Steamers, but with vessels of the size and power intended, the regular running would never be interfered with at all.

Total difference between MILWAUKEE and LIVERPOOL, Via GREAT WESTERN & GRAND TRUNK, 650 miles nearer than by any other route.